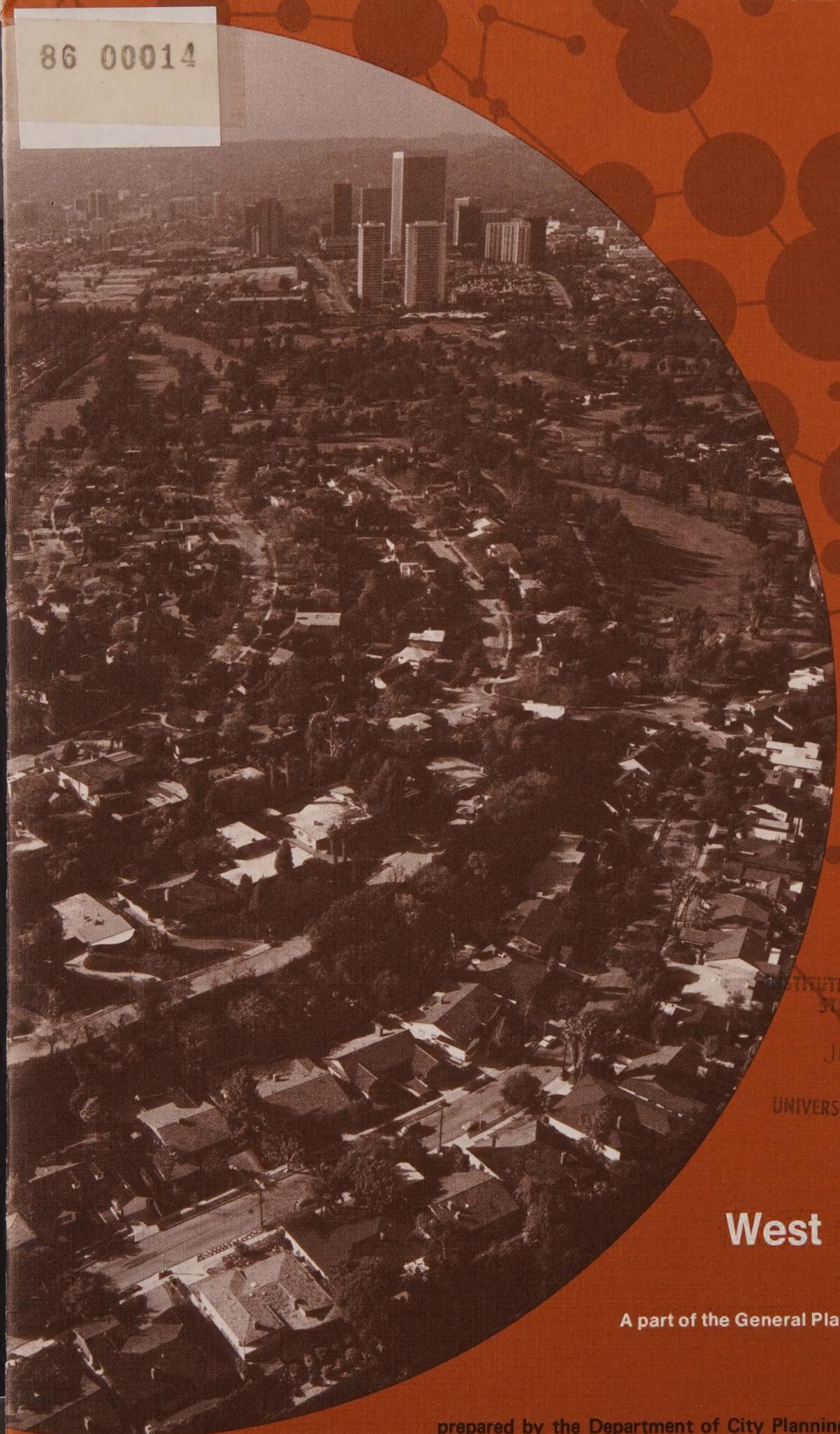


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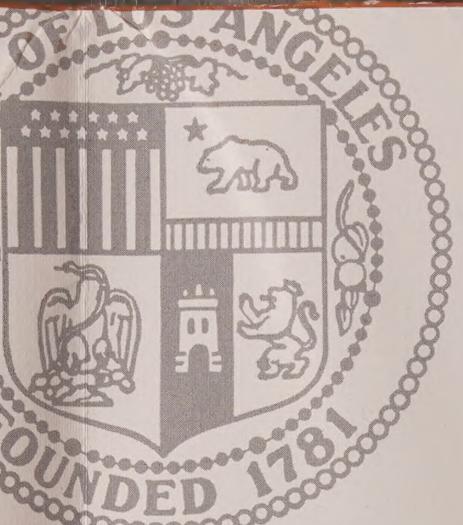
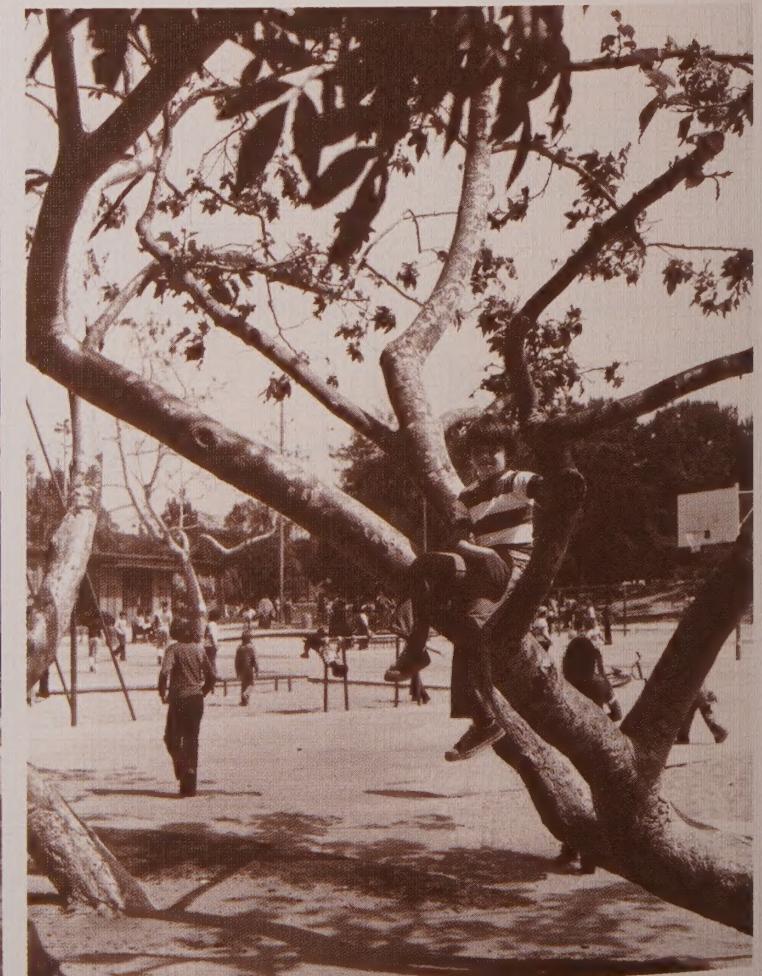
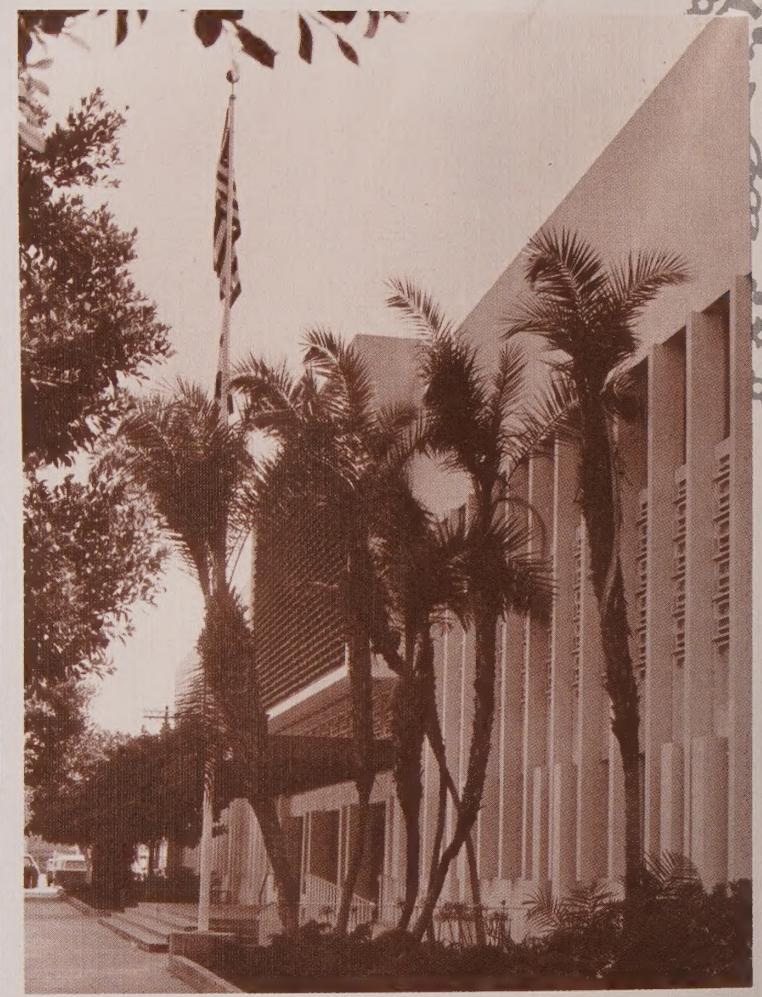
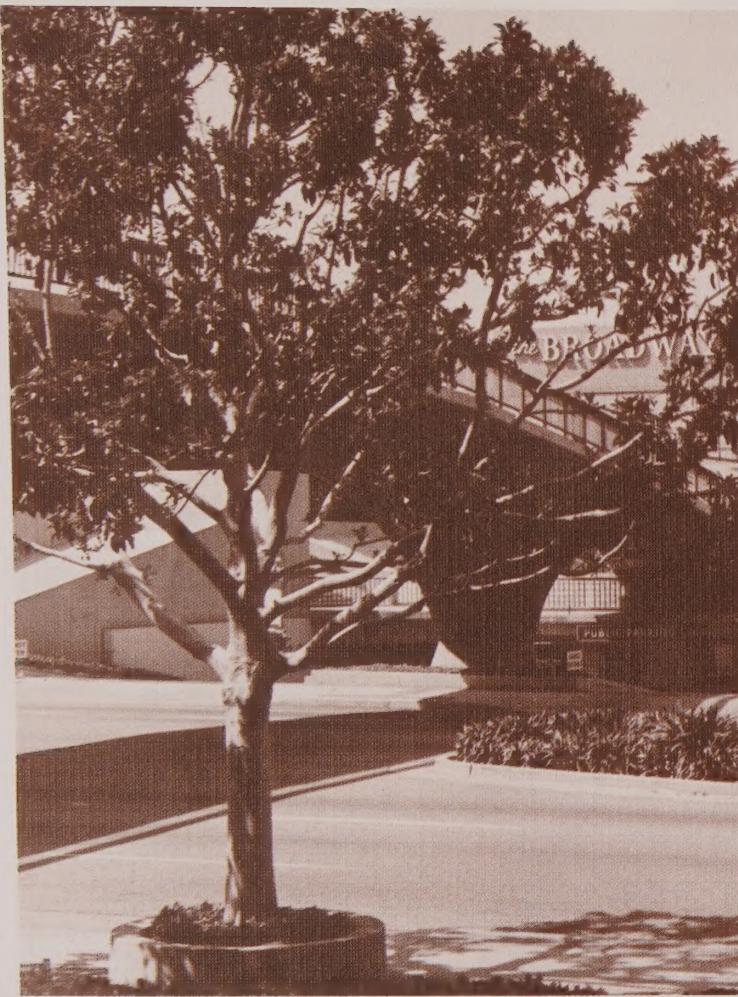
UNIVERSITY OF CALIFORNIA

## West Los Angeles District Plan

A part of the General Plan of the City of Los Angeles

prepared by the Department of City Planning

Los Angeles, California



## West Los Angeles District Plan • City of Los Angeles

*this Plan consists of this text and the accompanying map*

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### PURPOSES

#### USE OF THE PLAN

The purpose of the West Los Angeles District Plan is to provide an official guide to the future development of the District for the use of the City Council, the Mayor, and the City Planning Commission; other concerned governmental agencies, residents, property owners, and businessmen of the District; and private organizations concerned with planning and civic betterment. For the Council, the Mayor and the Planning Commission, the Plan provides a reference to be used in connection with their actions on various city development matters as required by law.

The Plan is intended to promote an arrangement of land use, circulation and services which will encourage and contribute to the economic, social and physical health, safety, welfare, and convenience of the District, within the larger framework of the City; guide the development, betterment, and change of the District to meet existing and anticipated needs and conditions; contribute to a healthful and pleasant environment; balance growth and stability; reflect economic potentialities and limitations, land development and other trends; and protect investment to the extent reasonable and feasible.

This Plan proposes approximate locations and dimensions for land use. Development may vary slightly from the Plan provided the total acreage of each type of land use and land use intensities and the physical relationships among the various land uses are not altered.

The Plan is **not** an official **zone map**, and while it is a guide it does not imply any implicit right to a particular zone or to the land uses permitted therein. Changes of zone are considered under a specific procedure established under the Los Angeles City Charter and the Los Angeles Municipal Code, subject to various requirements set forth therein. Inasmuch as the Plan shows land uses projected as much as 20 years into the future, it designates conditionally more land in some areas for different zones and land uses than may be desirable for many years.

This Plan is subject to review and amendment within five years, to reflect changes in circumstances.

### OBJECTIVES OF THE PLAN

1. To coordinate the development of West Los Angeles with that of other parts of the City of Los Angeles and the metropolitan area.
2. To designate lands at appropriate locations for the various private uses, and the need for public facilities and the general locations thereof, in the quantities and at densities required to accommodate population and activities projected to the year 1990.
3. To make provision for housing as is required to satisfy the varying needs and desires of all economic segments of the District, maximizing the opportunity for individual choice. To encourage the preservation and enhancement of the varied and distinctive residential character of the District.
4. To promote economic well-being and public convenience through:
  - a. the allocation and distribution of commercial lands for retail, service, and office facilities in quantities and patterns based on accepted planning principles and standards;
  - b. the designation of land for industrial development that can be so used without detriment to adjacent uses of other types, and the imposition of restrictions on the types and intensities of industrial uses as are necessary to this purpose;
  - c. provision for places of employment within the District, and for transportation facilities serving places of employment in adjacent communities.
5. To provide a basis for the location and programming of public services and utilities and to coordinate the phasing of public facilities with private development.
6. To make provision for a circulation system coordinated with

land uses and densities and adequate to accommodate traffic; and to encourage the expansion and improvement of public transportation service, the increase of off-street parking facilities, the elimination of on-street parking on Major and Secondary Highways, and the development of bicycle routes.

## POLICIES

The West Los Angeles District Plan has been designed to accommodate the anticipated growth in population and employment in the District to the year 1990. The Plan does not seek to promote nor to hinder growth; rather it accepts the likelihood that growth will take place and must be provided for.

The Plan encourages the preservation of low density single-family residential areas, the conservation of open space lands, and concentration of commercial and residential development into Century City Center, connected to other major Centers of the City by a rapid transit network.

### LAND USE

#### Housing Standards and Criteria:

Property in residential zones permitting densities in excess of those designated in the Plan shall be considered for reclassification to zones corresponding to the designated densities.

Apartments should be soundproofed and be provided with adequate open space and usable recreation areas. In housing for the elderly, provisions should be made for passive recreation.

#### Features:

The Plan provides a residential capacity for approximately 102,600 persons, which is adequate for the projected 1990 population of 80,000.

The Plan proposes that the low-density residential character of West Los Angeles be preserved, and that single-family residential neighborhoods be protected from encroachment by other types of uses.

Single and multiple family housing should be made available to all persons regardless of social, economic, and ethnic backgrounds. Additional low and moderate income housing is needed in all parts of the City. Specifically, the Plan encourages the provision of such housing for college students and the elderly.

The proposed residential density categories and their capacities are:

RESIDENTIAL DENSITY PER GROSS ACRE	PERCENT OF GROSS RESIDENTIAL POPULATION CAPACITY	PERCENT OF GROSS RESIDENTIAL POPULATION CAPACITY				
		ACRE	ACRE	ACRE	ACRE	ACRE
3 to 7	16 - 20	20.6%	65.8	34.5%	32.4	
Low Medium	71 to 80	27.2	6.9	7.7	6.4	
Medium	50 to 60	50.0	27.6	52.6	48.4	
High-Medium	48 to 80	80.120	3.2	11.20	11.15	10.800
TOTAL		30.5%	100.0	102.600	100.0	

Adequate highway improvements and public transportation shall be assured prior to the approval of zoning permitting intensification of land use, in order to avoid congestion and assure proper development.

The foregoing references to higher intensities, increase in zoning density and intensification of land use refer to increases over those densities proposed by the Plan.

Features:

The Plan incorporates the Highways and Freeways Element of the Los Angeles General Plan. Collector streets are shown to assist traffic flow toward Major and Secondary Highways.

Substantial improvements should be made to transportation facilities in the Santa Monica Boulevard Corridor, including improvements to Santa Monica Boulevard, rapid transit, and/or the Beverly Hills Freeway. It is suggested that the State Highway Commission consider some form of continuation or means of dissipating traffic from the Beverly Hills Freeway to the west of the San Diego Freeway. If such an improvement is contemplated, then it should be designed to minimize disruption to the residential and commercial communities where it would be located. A total design concept should be utilized to integrate this freeway into the District. It is suggested that frontage roads be provided in order to alleviate congestion on Major and Secondary Highways which provide access to the freeway.

Realignment and connection of Overland and Manning Avenues is proposed to take place concurrently with the construction of the Beverly Hills Freeway.

In the event that a use other than open space is contemplated, for all or a portion of the Hillcrest Country Club, a special study to determine needed additional circulation facilities in this area must be completed prior to subdivision approval.

Within the area bounded by Pico Boulevard, Santa Monica Boulevard, Century Park East and Century Park West, any further development which may substantially increase the density of the area over that which presently exists will require additional local and north-south circulation. Said additional circulation facilities should be jointly financed by all benefited property owners in the aforementioned area. In extending Century Park West south from Olympic Boulevard to Pico Boulevard, no connections should be permitted to local streets in the residential area to the west.

Public Transportation

A Century City transit station is proposed to be located to serve the commercial portion of Century City Center. A secondary transit system is proposed to link the residential, shopping, and office areas within Century City Center with peripheral parking areas and with the main transit station.

Bicycle Routes

A series of bicycle routes are proposed to provide convenient access to schools and recreational areas.

## 2

### Railroads

The Plan suggests the removal of the railroad from the median strip between the north and south roadways of Santa Monica Boulevard through West Los Angeles at such time as regulatory agencies permit.

All railroad rights-of-way should be redesignated to a new classification, which would limit usages to those compatible with the shape of the areas, the proximity to roadways and to adjoining and nearby uses.

### SERVICE SYSTEMS

#### Standards and Criteria:

The public facilities shown on this Plan are to be developed in accordance with the standards for need, site area, design, and general location expressed in the Service-Systems Element of the General Plan. (See individual facility elements for specific standards.) Such development shall be sequenced and timed to provide a workable, efficient, and adequate balance between land use and service facilities at all times.

The full residential, commercial and industrial densities and intensities proposed by the Plan are predicated upon the provision of adequate public service facilities, with reference to the standards contained in the General Plan.

No increase in zoning density shall be effected unless it is determined that such facilities are adequate to serve the proposed development.

The foregoing references to higher intensities, increase in zoning density and intensification of land use refer to increases over those densities proposed by the Plan.

Features:

The Plan designates two standard types of local parks:

Neighborhood Recreational Sites - 1 acre per 1,000 residents; minimum site size 5 acres; service radius 1 mile; and

Community Recreational Sites - 1 acre per 1,000 residents; minimum site size 15 acres; service radius 3 miles.

At times it will be necessary for portions of Recreation Sites to be used for public rights-of-way and easements.

## 3

### Highways and Streets

#### Standards and Criteria:

The Plan designates approximately 360 acres of land for industrial uses. To preserve this valuable land resource from the intrusion of other uses and insure its development with high quality industrial uses, in keeping with the urban residential character of the District, the Plan proposes classifying all undeveloped industrial land, as well as all industrial land used for landscaped setback.

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### Highways and Streets

#### Standards and Criteria:

D. Developing and maintaining mini parks on property provided for public use and as an interim use of vacant private lands, with permission of the owner.

### III. PLANNING LEGISLATION

Planning provisions of the Municipal Code and other legislation are continually being reviewed and amended. The following studies for amendments are suggested to aid in implementation of the Plan.

A. Buffer Strip Zoning: Separation of incompatible uses (particularly residences from industry and freeways) by some form of buffering, preferably of a type which could also serve for recreational use or open space.

B. Highway-Oriented Commercial Zoning: A new zone which would ensure off-street parking facilities, and/or drive-through capabilities, for commercial activities on major and secondary highways.

C. Incentive Zoning: Incentives for private developers to provide various desired types of development which would surpass minimum requirements.

D. Information on Planning: Legislation assuring that the buyer of property is provided information on community plan designations pertaining to the property.

E. Institutional Zoning: A new zone which would preserve those facilities used for the public good, such as schools, hospitals and orphanages.

F. Open Space Zoning: A new zone which would ensure the preservation of public and private open space and recreational areas.

G. Parking Requirements: Standards and procedures to provide for decreased parking requirements for housing for the elderly.

H. Railroad Beautification: Support by the City for the adoption of state legislation requiring railroads to landscape their property through residential areas.

I. Signs: Strengthening of controls on billboards and other commercial signs.

J. Townhouse Zoning: Attached single family housing, individually owned, which would provide greater economy of land utilization and be suitable for proposed Low-Medium Density residential areas.

### IV. ZONING ACTIONS

Zoning is the primary legal tool by which the development of private property can be directed toward the implementation of the Plan. Two distinct situations are involved:

A. The City can initiate redesignation to zones appropriate to the Plan.

B. Property owners, under the procedures established by the Los Angeles City Charter and the Los Angeles Municipal Code, may apply for a change of zone.

### V. SPECIFIC PLAN

A Specific Plan should be developed for Century City Center, the area generally bounded by Pico Boulevard, Century Park East, Santa Monica Boulevard and Century Park West. This Specific Plan shall show land use and densities in conformity with those designated in this Plan. The Specific Plan shall designate the location of commercial uses and residential uses and densities as shown on the Plan Map and within the criteria established under the Commercial Features of this Plan. The Plan shall provide for:

A. Phasing to ensure orderly development and redevelopment and to provide street capacity and other public facilities adequate to the intensity and design of development. This shall include any on-and off-site dedications or improvements deemed necessary as a result of this Specific Plan study.

B. A continuous pedestrian system, separated from automobile traffic, and with pedestrian bridges at appropriate locations to be constructed concurrently with development.

C. Off-site parking facilities with secondary transit linking the parking facilities to activity nodes within Century City Center.

D. An overall intensity of residential and commercial development as proposed herein, but with flexibility regarding the specific location of uses. The Specific Plan should permit the transfer of unused development rights within the Specific Plan area, subject to City review and approval.

### VI. FUTURE STUDIES

#### Seville Industrial Area

The feasibility of improving and enhancing the industrial redevelopment in this area should be investigated to achieve street improvements, rehabilitation or reconstruction of older structures, and the provision of adequate off-street parking and freight loading facilities.

#### Sawtelle Cultural/Commercial Center

A study should be initiated to investigate methods for creating a neighborhood oriented commercial center with distinct cultural attributes, by encouraging development in accordance with cultural patterns in the area bounded by Idaho, Beloit and Corinth Avenues and Olympic Boulevard. This area could include cultural and educational facilities and expanded commercial uses such as gift shops and restaurants. Methods of obtaining improved off-street parking and street improvements should also be investigated.



### Plan Map West Los Angeles District

*the West Los Angeles District Plan consists of this map and the accompanying text*

#### LAND USE

HOUSING  
Density  
low 1  
low-medium 1  
medium 1  
high-medium 1

COMMERCE/PARKING  
limited commercial 1  
highway-oriented 1  
neighborhood and office 1  
community 1  
regional center 2

INDUSTRY/PARKING  
commercial manufacturing 1  
limited 1  
light 1

PUBLIC AND QUASI-PUBLIC LAND  
recreation and school sites  
other public land  
open space

#### Dwelling Units Per Gross Acre 5

3+ to 7  
7+ to 24  
24+ to 40  
40+ to 60

Corresponding  
Zones  
RS, RI, RE9,  
RD6 7  
R2, RD5, RD4,  
RD3, RD2, RD1, 5

CM, P  
MI, MRI, P  
M2MR2, P

#### Single Family Housing total acres % of total area dwelling unit capacity population capacity

2,008  
44  
9,845  
34,535

R3  
R4

1,046  
23  
32,284  
72,065

#### Multiple Family Housing total acres % of total area dwelling units population capacity

1,046  
23  
32,284  
72,065

C1, CR, P  
C1, C2, CR, P  
C1, C2, CR, C4, P  
C2, C4, CR, P, PB  
C2, C4, P, PB

2  
1  
189  
57  
190  
4

#### TOTAL HOUSING total acres % of total area

3,061  
67  
42,129  
106,600

14  
0  
20  
1  
323  
7

14  
0  
20  
1  
323  
7

#### TOTAL COMMERCE/PARKING total acres % of total area

502  
11

14  
0  
20  
1  
323  
7

14  
0  
20  
1  
323  
7

#### TOTAL INDUSTRY/PARKING total acres % of total area

357  
8

14  
0  
20  
1  
323  
7

14  
0  
20  
1  
323  
7

#### TOTAL PUBLIC AND QUASI-PUBLIC LAND total acres % of total area

629  
14

14  
0  
20  
1  
323  
7

14  
0  
20  
1  
323  
7

#### SERVICE SYSTEMS 3

PUBLIC SCHOOLS

SH senior high

JH junior high

E elementary

PRIVATE SCHOOLS

C college

SH senior high

E elementary

BRANCH ADMINISTRATIVE CENTER

REFUSE COLLECTION

Maintenance YARD

POWER RECEIVING STATION

POWER DISTRIBUTING STATION

FIRE STATION

ANIMAL SHELTER

PUBLIC LIBRARIES

regional

community

POLICE STATION

POWER DISTRIBUTING STATION

FEET

0

800

1600

0

800

1600

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800

1600

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G. **Parking Requirements:** Standards and procedures to provide for decreased parking requirements for housing for the elderly.

H. **Railroad Beautification:** Support by the City for the adoption of state legislation requiring railroads to landscape their property through residential areas.

I. **Signs:** Strengthening of controls on billboards and other commercial signs.

J. **Townhouse Zoning:** Attached single family housing, individually owned, which would provide greater economy of land utilization and be suitable for proposed Low-Medium Density residential areas.

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LAND USE	
HOUSING	Density low <sup>1</sup>
	low-medium <sup>1</sup>
	medium <sup>1</sup>
	high-medium <sup>1</sup>

Dwelling Units Per Gross Acre <sup>5</sup>	Corresponding Zones
3+ to 7	RS, RI, RE9, RD6 <sup>7</sup>
7+ to 24	R2, RD5, RD4, RD3, RD2, RD1.5
24+ to 40	R3
40+ to 60	R4

Single Family Housing	
total acres	44
% of total area	9.84%
total dwelling unit population capacity	34,535
multiple family housing	
total acres	23
% of total area	32.28%
total dwelling units population capacity	72,065

TOTAL HOUSING	
total acres	44
% of total area	67
dwelling unit capacity	42,129
population capacity	106,600

SERVICE SYSTEMS <sup>3</sup>	
PUBLIC SCHOOLS	senior high
JH	junior high
SH	elementary

RECREATIONAL SITES	
community	
neighborhood	
public golf course	





D. **Information on Planning:** Legislation assuring that the buyer of property is provided information on community plan designations pertaining to the property.

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A. The City can initiate redesignation to zones appropriate to the Plan.

B. Property owners, under the procedures established by the Los Angeles City Charter and the Los Angeles Municipal Code, may apply for a change of zone.

#### V. SPECIFIC PLAN

A Specific Plan should be developed for Century City Center, the area generally bounded by Pico Boulevard, Century Park East, Santa Monica Boulevard and Century Park West. This Specific Plan shall show land use and densities in conformity with those designated in this Plan. The Specific Plan shall designate the location of commercial uses and residential uses and densities as shown on the Plan Map and within the criteria established under the Commercial Features of this Plan. The Plan shall provide for:

A. Phasing to ensure orderly development and redevelopment and to provide street capacity and other public facilities adequate to the intensity and design of development. This shall include any on-and off-site dedications or improvements deemed necessary as a result of this Specific Plan study.

B. A continuous pedestrian system, separated from automobile traffic, and with pedestrian bridges at appropriate locations to be constructed concurrently with development.

C. Off-site parking facilities with secondary transit linking the parking facilities to activity nodes within Century City Center.

D. An overall intensity of residential and commercial development as proposed herein, but with flexibility regarding the specific location of uses. The Specific Plan should permit the transfer of unused development rights within the Specific Plan area, subject to City review and approval.

#### VI. FUTURE STUDIES

##### Seputveda Industrial Area

The feasibility of improving and enhancing the industrial redevelopment in this area should be investigated to achieve street improvements, rehabilitation or reconstruction of older structures, and the provision of adequate off-street parking and freight loading facilities.

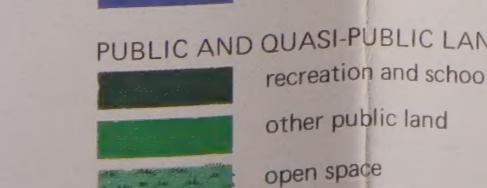
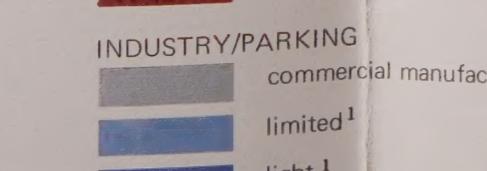
##### Sawtelle Cultural/Commercial Center

A study should be initiated to investigate methods for creating a neighborhood oriented commercial center with distinct cultural attributes, by encouraging development in accordance with cultural patterns in the area bounded by Idaho, Beloit and Corinth Avenues and Olympic Boulevard. This area could include cultural and educational facilities and expanded commercial uses such as gift shops and restaurants. Methods of obtaining improved off-street parking and street improvements should also be investigated.



## Plan Map West Los Angeles District

*the West Los Angeles District Plan consists of this map and the accompanying text*



Dwelling Units  
Per Gross Acre<sup>5</sup>

3+ to 7
7+ to 24
24+ to 40
40+ to 60

Corresponding  
Zones

RS, RI, RE9, RD6, 7
R2, RD5, RD4, RD3, RD2, RD1, 5
R3
R4

Single Family Housing  
total acres  
% of total area  
total dwelling unit  
population capacity

Multiple Family Housing  
total acres  
% of total area  
total dwelling units  
population capacity

2,006  
9,845  
34,535

1,045  
23  
32,284  
72,065

TOTAL HOUSING  
total acres  
% of total area  
dwelling unit capacity  
population capacity

3,051  
67  
42,129  
106,600

C1, CR, P  
C1, C2, CR, P  
C1, C2, CR, C4, P  
C2, C4, CR, P, PB  
C2, C4, P, PB

total acres  
% of total area  
total acres  
% of total area

2  
64  
1  
189  
4  
57  
1  
190  
4

TOTAL COMMERCE/PARKING  
total acres  
% of total area

502  
11

CM, P  
MI, MRI, P  
M2, MR2, P

total acres  
% of total area  
total acres  
% of total area  
total acres  
% of total area

14  
20  
1  
323  
7

TOTAL INDUSTRY/PARKING  
total acres  
% of total area

357  
8

total acres  
% of total area  
total acres  
% of total area  
total acres  
% of total area

266  
6  
218  
5  
145  
3

TOTAL PUBLIC AND QUASI-PUBLIC LAND  
total acres  
% of total area

629  
14

**SERVICE SYSTEMS<sup>3</sup>**

PUBLIC SCHOOLS
SH senior high
JH junior high
E elementary

**PRIVATE SCHOOLS**

C college
SH senior high
E elementary

**BRANCH ADMINISTRATIVE CENTER**

**PUBLIC LIBRARIES**

regional
MI community

**POLICE STATION**

**FIRE STATION**

**RECREATIONAL SITES**

community
neighborhood
public golf course
private golf course

**CULTURAL AND HISTORICAL SITE**

**ANIMAL SHELTER**

**REFUSE COLLECTION**

**MAINTENANCE YARD**

**POWER RECEIVING STATION**

**POWER DISTRIBUTING STATION**

**CIRCULATION**

freeway
existing
adopted
divided
major h...
secondary
collector
local str...
railroad
bikeway

...

...

...

...

...

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...



## Plan Map West Los Angeles District

West Los Angeles District Plan consists of this map and the accompanying text

D USE	
SING	Dwelling Units Per Gross Acre <sup>5</sup>
low <sup>1</sup>	3+ to 7
low-medium <sup>1</sup>	7+ to 24
medium <sup>1</sup>	24+ to 40
high-medium <sup>1</sup>	40+ to 60

COMMERCE/PARKING	
limited commercial <sup>1</sup>	
highway-oriented <sup>1</sup>	
neighborhood and office <sup>1</sup>	
community <sup>1</sup>	
regional center <sup>2</sup>	

INDUSTRY/PARKING	
commercial manufacturing <sup>1</sup>	
limited <sup>1</sup>	
light <sup>1</sup>	

PUBLIC AND QUASI-PUBLIC LAND	
recreation and school sites	
other public land	
open space	

Corresponding Zones	
RS, RI, RE9, RD6 <sup>7</sup>	Single Family Housing
R2, RD5, RD4, RD3, RD2, RD1, 5 <sup>8</sup>	total acres % of total area total dwelling unit population capacity
R3	34,535 2,006 44 9,845
R4	Multiple Family Housing total acres % of total area total dwelling units population capacity
C1, CR, P <sup>9</sup>	1,045 23 32,284 72,065
C1, C2, CR, P <sup>9</sup>	2 64 1
C1, C2, CR, C4, P <sup>9</sup>	189 4
C2, C4, CR, P, PB <sup>9</sup>	57 1
C2, C4, P, PB <sup>9</sup>	190 4
CM, P <sup>10</sup>	total acres % of total area
MI, MRI, P <sup>10</sup>	total acres % of total area
M2, MR2, P <sup>10</sup>	total acres % of total area

TOTAL HOUSING	
total acres	3,051
% of total area	67
dwelling unit capacity	42,129
population capacity	106,600

TOTAL COMMERCE/PARKING	
total acres	502
% of total area	11

TOTAL INDUSTRY/PARKING	
total acres	357
% of total area	8

TOTAL PUBLIC AND QUASI-PUBLIC LAND	
total acres	629
% of total area	14

### SERVICE SYSTEMS<sup>3</sup>

#### PUBLIC SCHOOLS

**SH** senior high

**JH** junior high

**E** elementary

#### PRIVATE SCHOOLS

**C** college

**SH** senior high

**E** elementary

#### BRANCH ADMINISTRATIVE CENTER

#### PUBLIC LIBRARIES

**RL** regional

**CL** community

#### POLICE STATION

#### FIRE STATION

#### REFUSE COLLECTION

#### MATERIALS YARD

#### POWER RECEIVING STATION

#### POWER DISTRIBUTING STATION

### CIRCULATION

freeway

existing

adopted

major highway

divided major highway

secondary highway

collector street

local street<sup>6</sup>

railroad

bikeway

### NOTES:

1. Height District No. 1 (Except for a portion of Wilshire Boulevard between Centinela Avenue and Granville Avenue. See Notes 9 and 10.)
2. Height District No. 2
3. Open symbol denotes the general location of a proposed public facility, and does not designate any specific private property for acquisition. Such facility may appropriately be located within an area defined by the locational and services radius standards contained in the individual facility plans comprising the Service-Systems Element of the General Plan.
4. Future study of highway realignment (●●●)
5. "Gross Acre" includes one-half of abutting streets.
6. Local streets and freeway interchanges are shown for reference only. See text for specific proposals on freeway interchanges.
7. Permits attached housing and apartments.
8. No street widening shall be permitted on Overland Ave. between Pico Blvd. and La Grange Ave. except for the currently scheduled realignment project at Pico Blvd. The restriction on widening shall be in effect as long as fronting properties remain in the Low Density Housing Category. (Amendment adopted by City Council 7-11-79.)
9. Height District 1VL and a floor area ratio of 3 to 1 with a three story/45 foot height limit.
10. Height District 1L and a floor area ratio of 3 to 1 with a six story/75 foot height limit.



U.C. BERKELEY LIBRARIES



C124878648

**Tom Bradley, mayor**

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refer to C.P.C. 22839*

APPROVED: CITY PLANNING COMMISSION  
ADOPTED: CITY COUNCIL

2-22-73  
3-21-74

Council File No. 73-2225